BY ORDER OF THECOMMANDER
HQ 62D AIRLIFT WING (AMC)
MCCHORD AFB WA

62 AW INSTRUCTION 13-2

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Space, Missile, Command, and Control

AIRFIELD PROCEDURES AND LOCAL AIR TRAFFIC CONTROL

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFI 13-213 and AFI 13-203 and establishes policies and procedures governing airfield operation and Air Traffic Control (ATC) procedures. This instruction applies to permanent and temporarily based flying operations on McChord AFB. **Attachment 1** is a Glossary of references, terms, abbreviations and acronyms used within this instruction.

Section A—AIRFIELD FACILITIES AND GROUND PROCEDURES

1. Runways:

NOTE: Every effort should be used to utilize the active runway. If you must use the opposite runway, expect lengthy delays.

1.1. Primary Runway: McChord's Runway 16/34 is 10,100 feet long and 150 feet wide, field elevation 323' MSL. The southernmost 800 feet of the runway is composed of approximately 13 inches of concrete. The remaining 9,300 feet is flexible asphalt, generally less than 5 inches thick, over crushed gravel. Because of the flexible construction and relatively narrow (150 feet) width, special restrictions apply to heavy aircraft on the flexible portion of the runway. Unless absolutely essential, 180-degree turns on and off the flexible portion of the runway are prohibited for heavy aircraft. The overruns are 1,000 feet long, 150 feet wide with asphalt composition.

1.2. Runway Selection:

1.2.1. Preferred Runway. Runway 34 is the preferential runway between 0600L and 2300L M-F and 0800L and 2300L S-S and Holidays except when tailwind component exceeds 10 knots. Additional runway selection criteria is discussed in **Section A**, paragraphs **7.** and **8.**, and **Section B**, paragraph **12.**

1.2.2. Conflicting Wind Information. If conflicting wind information is received, the Tower supervisor will designate Runway 34 as the runway in use unless Runway 16 is more advantageous due to weather, traffic, etc.

1.2.3. Runway 16 Selection for High Winds Aloft. There are times, even though the surface wind is calm, when a high-speed counter tailwind aloft causes landing difficulties. To obtain accurate wind aloft information, the first 62d/446th Airlift Wing (AW) aircraft to fly between 0600-1200L, 1200-1800L and 1800L+ will report any high-speed tailwind aloft to the Weather Station. The weather observer will put wind aloft reports on the local weather dissemination system. If the reported counter tailwind aloft is between 15-19 knots, the Tower will consider a runway change to Runway 16. The Tower will select Runway 16 if the reported counter tailwind aloft reaches 20 knots or more.

NOTE: The Tower, based on wind, weather conditions, available equipment, and NAVAID status, will select the runway deemed best IAW current FAA and Air Force directives.

1.3. Runway Change. When a runway change is required, the Tower will coordinate with Approach Control, Base Weather, and Base Operations. Base Operations will notify the Consolidated Command Center and Barrier Maintenance Monday through Friday, 0730-1630L (Fire Control at other times). Upon notification, Barrier Maintenance or Fire Control will configure the cables as required (See **Section A**, paragraph **4.**).

1.4. Closing and Reopening the Runway. When an aircraft is disabled on or near the runway, or when objects have been reported or observed on the runway, the Tower supervisor/airfield management's representative will determine if normal traffic operations should be discontinued or restricted and notify Base Operations. After termination of the situation, a runway inspection may be required by the airfield manager, or designated representative. After determination that normal operations can be resumed, the airfield manager or senior airfield management's representative will reopen the runway and advise Tower. Base Operations will notify the Command Center of any change in runway status.

1.5. Daily Runway Inspection. Base Operations will conduct runway inspections at least twice daily. To the maximum extent possible, practice approach aircraft will receive restricted low approaches during the inspections.

1.6. Runway Condition Reading (RCR) Check. During cold weather, Base Operations will perform RCR checks as necessary. Checks are normally made when traffic conditions permit. Only restricted low approaches are authorized during check periods.

2. Control of Ground Traffic:

2.1. The aircraft movement area is the runway, hammerheads and taxiway H. Aircraft or vehicle movement within the loading, maintenance, or parking areas is the responsibility of the pilot, aircraft operator, vehicle operator or airfield management. Ground Control will advise aircraft taxiing from parking areas of other aircraft and vehicles on the movement area which may be a factor. Rules for vehicles operating on the airfield are contained in 62 AWI 13-4, *Control of Vehicular Traffic in Flight Line Areas*. Vehicles and pedestrians will not operate on any part of the aircraft movement area without direct two-way radio communication, clearance, and approval from the Tower.

2.1.1. Emergency Response vehicles responding to an actual emergency and Transient Alert vehicles (using a “Golf” callsign) on routine "FOLLOW ME" duties are exempt from Tower approval to operate on taxiways, but must monitor the appropriate FM radio net.

2.1.2. Aircraft, vehicles, and pedestrians unable to comply with the requirements listed above may obtain individual clearance by prior coordination with Base Operations. Base Operations will coordinate such requests with the Tower. As a minimum, vehicles operating on the runway will be escorted by trained personnel who are in continuous radio contact with the Tower.

2.2. Vehicles and personnel must withdraw to a point 100 feet from the edge of the runway, overruns, or taxiway edge lines when directed to "exit the runway or taxiway" by the Tower.

2.3. When Security Police personnel or vehicles require access on the movement area, the Security Police dispatcher must alert the Tower via select call switch. The Tower will then monitor the Security Police FM net.

2.4. Aircraft repositioning (including towing) on the airfield must have Tower clearance before moving and must remain in radio contact during movement.

2.5. During periods of reduced visibility where potential conflict between towing/taxiing aircraft cannot be discerned from the Tower, crews will provide Tower with progressive movement information and turn on aircraft navigation lights when available. The Tower will provide advisories of known towing/taxiing conflicts to crews and provide an alternate route.

2.6. Vehicle/Aircraft operations in or through the ILS Critical Areas are subject to the following conditions: (See **Attachment 2**).

2.6.1. Localizer Critical Area. For runway 16, when weather conditions are below an 800-foot ceiling and (or) 2 miles visibility, do not authorize vehicle/aircraft operations in or over the critical area when an aircraft conducting an ILS approach is inside the Final Approach Fix (FAF). (United States Air Force granted a waiver for vehicle operations through the Runway 34 Critical Area).

2.6.2. Glideslope Critical Area. When weather is below an 800-foot ceiling and (or) 2 miles visibility, do not authorize aircraft larger than fighter type to operate beyond the Instrument Hold Line

(runway 34), or to taxi/move on the east side of Bravo taxiway (runway 16) when an aircraft conducting an ILS approach is inside the FAF.

NOTE: Parking Spot K-2 is located inside the Runway 16 Glidescope Critical Area and can only be used with the Airfield Manager's (or higher authority) approval.

2.6.3. CAT II Touchdown Critical Area. When CAT II operations are in effect and the reported ceiling is less than 200 feet and (or) the RVR is 2,000 or less, do not allow vehicles or aircraft to violate the touchdown critical area. Aircraft and vehicles must remain behind the instrument hold line.

3. Airfield Lighting. Airfield lighting is operated IAW FAA Order 7110.65, *Air Traffic Control*.

3.1. Runway environment lights (i.e., edge, approach, centerline, touchdown zone, etc.) are turned off except when needed by arriving and departing aircraft. Intensity settings are maintained IAW FAA Order 7110.65 at all times (unless the pilot requests otherwise) to ensure accurate RVR readings.

3.2. Taxiway lights along the edge of C ramp and between C and D ramps are on during hours of darkness. Other taxiway lights are turned off except when required for aircraft ground movement.

3.3. Tower has the capability to turn off the strobe lights on pilot request. Strobe lights are turned back on after the requesting aircraft crosses landing threshold.

3.4. A Category II ILS (CAT II) approach is a critical maneuver flown in minimum weather conditions (1,200-foot minimum RVR). CAT II procedures require that, in the event of power failure, backup power must restore airfield lighting within 1 second.

3.4.1. Cat II procedures: Go to generator power when CAT II ILS aircraft is in McChord area and the RVR is less than 2,400 feet. If generator power is not available, then Tower will advise the pilot "Generator power is not available." Due to design limitations, the 1-second capability is possible only when switching from generator power to commercial power. Therefore, generator power is the primary source (when available) with commercial power as a back-up during CAT II approaches. Lack of available generator power does not require CAT II operations suspension.

3.4.2. Tower operates the CAT II generator remote control panel for CAT II capable aircraft arrivals when the visibility is less than 2,400 feet RVR. The generator is then normally turned off after the CAT II aircraft has landed **AND** if there are no arrival estimates for at least 20 minutes.

3.4.3. Tower will notify 62 CES Service Call Desk when the airfield lighting generator is turned on/off or when there is a generator malfunction.

3.4.4. Tower will notify Base Operations whenever CAT II capability isn't available.

3.4.5. Base Operations will issue the appropriate Notice to Airmen (NOTAM) when the CAT II system is out of service.

3.4.6. 62 CES and the Tower will check automatic switching from generator to commercial power once a month and will annotate results in the daily log.

4. Aircraft Arresting Systems:

4.1. Standard aircraft arresting system configuration for Runway 16/34:

4.1.1. The north and south BAK-12s are disconnected and removed from the runway.

4.1.2. The departure end E5 cable is on the departure end overrun and is connected.

NOTE: When reconfiguring the cables, the connected E5 cable is disconnected before any other cables are configured. To the maximum extent possible, consistent with operational requirements and safety, Tower gives priority to Barrier Maintenance/Fire Department personnel when connecting/disconnecting arresting systems. During reconfiguration, arriving aircraft can expect restricted low approaches and departing aircraft can expect ground delays. Barrier Maintenance/Fire Department will respond within 15 minutes to reconfigure cables.

4.2. Approach end BAK-12 engagements can be made to Runway 16 and 34 with 30-minute prior notice. For planning, use a 15-minute period between engagements.

4.3. Tower personnel initiates standard emergency procedures when advised of an anticipated engagement or when an engagement occurs.

4.4. 62 CES Operations Branch (Barrier Maintenance) is responsible for maintaining and performing daily checks on arresting systems. They notify Base Operations of the status of the systems after completing the daily checks and after a runway change. Base Operations will notify Tower of any change in status and take necessary NOTAM action.

4.5. Tower personnel notify Base Operations when there is an arresting system malfunction. Base Operations notifies 62 CES Operations Branch and issues the appropriate NOTAM.

4.6. The Airfield Operations Flight Commander ensures assigned controllers are trained and familiar with McChord's arresting systems before they are facility rated. Training is accomplished IAW AFI 32-1043/62 AW Sup 1, *Managing Aircraft Arresting Systems,* by Barrier Maintenance personnel in coordination with the Chief Controller.

5. Field Conditions:

5.1. Base Operations provides current information to the Tower, Command Center on construction, obstruction and airfield conditions.

5.2. Tower provides Base Operations and Approach Control with observed or reported field conditions and navigational aid outages when such conditions haven't been reported by Base Operations.

5.3. Taxiway H south of taxiway D is not used when an RCR 04 or below is reported for that portion. Routing during these conditions is via taxiway D to the runway to avoid the steeper than normal grade on taxiway H.

5.4. 62 CES personnel required to perform maintenance on barriers, airfield lighting systems, etc., will maintain radio contact with Base Operations and the Tower during operations on the airfield. They'll notify Base Operations of the type maintenance, location and hazardous conditions existing during maintenance operations. The crew supervisor notifies Base Operations and Tower prior to entering the airfield, when work is complete, or when departing the airfield.

5.5. 62 CES personnel maintain the grass height at 7 to 14 inches along the taxiways and runway. Base Operations ensures grass height is maintained within standards during daily airfield inspections and will contact 62 CES personnel when necessary. Any damage to airfield signage will be reported to Base Operations immediately.

6. Auxiliary Power for ATCALS Facilities. IAW AFI 13-203, *Air Traffic Control*, auxiliary power generators serving ATCALS facilities remain in a standby status in the event of a commercial power failure. 62 CES Power Production personnel will obtain approval from the Tower supervisor prior to transferring power sources.

7. Emergencies/Hung Ordnance/Hydrazine Procedures:

7.1. Members on the Primary Crash Alarm System are:

7.1.1. Tower.

7.1.2. Base Operations.

7.1.3. Flight Medicine/Acute Care Clinic (SGHG)/Clinic Control (when activated).

7.1.4. Fire Department.

7.1.5. Security Police (receive only).

7.2. The Primary Crash Alarm System (PCAS) is activated for:

NOTE: This is a minimum list and cannot cover all emergency situations. The Tower supervisor may activate the system when deemed necessary.

7.2.1. Inflight Emergency.

7.2.2. Ground Emergency.

7.2.3. Unauthorized Aircraft Movement (Hijack).

7.2.4. Arresting System Engagement.

7.2.5. Aircraft/Inflight Accident.

7.2.6. Unauthorized Aircraft Landing.

7.2.7. ELT/CPI (with supporting data).

7.2.8. Hot Brakes.

7.2.9. Hydrazine Loss (F-16 activation of Emergency Power Unit).

7.2.10. Arriving Aircraft with Hung Ordnance.

7.2.11. Tower Evacuation for High Wind, Bomb Threats, Exercises, etc.

7.2.12. Inspection/Exercise Team Inputs.

7.3. Tower personnel notified of, or observing an aircraft emergency/accident, will immediately activate the PCAS, relaying the following information, as a minimum:

7.3.1. Call Sign and Type Aircraft (tail # if available).

7.3.2. Nature of Emergency.

7.3.3. Pilot’s Desires.

7.3.4. Landing Runway.

7.3.5. Wind Direction and Velocity

7.3.6. After initiating action, obtain the following items or other pertinent information from the pilot or aircraft operator as necessary:

7.3.6.1. Aircraft Position.

7.3.6.2. Number and Location of Personnel Onboard.

7.3.6.3. Fuel Remaining (time and amount).

7.3.6.4. Estimated Time of Arrival.

7.3.6.5. Cargo Information (if Hazardous Cargo is on board).

7.4. When Tower passes information over the PCAS or when Base Operations receives information on a McChord AFB Form 11 provided by the Command Center or other agencies, Base Operations will implement McChord AFB Form 11, Notification Copy Format 2, procedures over the Secondary Crash Alarm System.

7.4.1. Members on the Secondary Crash Alarm System are:

7.4.1.1. Fire Department

7.4.1.2. Weather

7.4.1.3. Disaster Preparedness

7.4.1.4. Flight Surgeon

7.4.1.5. Clinic

7.4.1.6. Command Post

7.4.1.7. Civil Engineering

7.4.1.8. Security Police

7.4.1.9. MACC

7.4.1.10. EOD

7.4.1.11. BCC (Only when Contingency Action Team Activated)

7.4.1.12. Safety

7.4.1.13. Support Group CC

7.4.1.14. Chaplain

7.4.1.15. Public Affairs

7.4.1.16. Legal

7.4.1.17. Logistics Group CC

7.4.1.18. Transportation

7.4.1.19. Supply

7.5. Inflight, locally assigned aircraft requesting emergency assistance are advised by the Tower to contact the Command Center. The Command Center then directs the appropriate emergency response.

7.6. Armed Ordnance, Hung Ordnance, Gun Malfunction, and Associated Emergency Procedures:

7.6.1. Armed Ordnance Procedures: (Any aircraft with an armed gun or live missiles is considered HOT loaded.)

7.6.1.1. HOT loaded aircraft will recover via normal traffic routes to the active runway. There are no restrictions placed on amount of practice traffic patterns or instrument approaches flown by armed aircraft.

7.6.1.2. Tower and pilots are not restricted from taxiing aircraft in front of HOT aircraft holding short of the runway. However, aircraft will not taxi or park in front of an aircraft in the process of being armed/dearmed. Pilots will notify Tower anytime actual arming/dearming is taking place at the north end. Tower will restrict aircraft from taxiing in front of the aircraft being armed/dearmed. Flight lead will notify Tower when the flight/aircraft begins arming/ dearming and when the procedure is complete. No notification is required for arming/dearming on the south hammerhead as long as aircraft are being armed/ dearmed in the south arming area, heading southeast. (See **Attachment 3** for arming areas/parking spots).

7.6.2. Hung Ordnance Procedures: Runway 34 SHOULD BE the runway of choice.

7.6.2.1. Airborne aircraft will request vectors for an approach which avoids, to the maximum extent possible, populated areas.

7.6.2.2. After landing, aircraft with a missile malfunction (hung/misfired) will:

7.6.2.2.1. Make turns on the runway toward the east.

7.6.2.2.2. Position the aircraft in the primary (parking spot F-40) or secondary hung ordnance area, as directed by Tower/Ex- plosive Ordnance Disposal (EOD) on magnetic heading 145 degrees, and follow directions of weapons personnel.

7.6.2.3. After landing, aircraft with hung ordnance will:

7.6.2.3.1. Position the aircraft on the primary or secondary hung ordnance area, as directed by the Tower, and follow directions of EOD/weapons personnel.

7.6.2.3.2. Monitor Ground Control frequency while following EOD/weapons personnel directions.

7.6.3. Gun malfunction procedures:

7.6.3.1. Landing Runway 34: Proceed directly to the Gun Berm or make a 180-degree turn to the east and back taxi to the south dearm area. If unable to back taxi, the aircraft will position in the north dearm area, pointing southeast, and await EOD/weapons personnel.

7.6.3.2. Landing Runway 16: Proceed directly to the Gun Berm or to the end of the runway, face south and wait for EOD/weapons personnel.

7.6.3.3. Monitor Ground Control frequency while following the directions of EOD/weapons personnel.

7.6.3.4. Keep Ground Control apprised of the situation.

7.6.4. Associated Emergency Procedures:

7.6.4.1. Dearming is accomplished in the dearm areas if the aircraft can be taxied safely.

7.6.4.2. If an approach end cable engagement is required, EOD/weapons personnel will be

available at the scene to "safe" the aircraft when approved by the Fire Department.

7.6.4.3. When hot brakes are experienced:

7.6.4.3.1. Taxi to the dearm area requiring the least amount of taxiing.

7.6.4.3.2. Aircraft are not dearmed and all non-essential personnel will remain at least 300 feet from the aircraft until approved by Fire Department personnel.

7.6.4.3.3. Pilots will follow directions of the Fire Department and aircraft maintenance personnel.

7.6.4.3.4. Hot Brakes emergency parking areas are the hammerheads on each end of the runway and as remote from other aircraft as possible.

7.6.4.3.5. The senior fire official on the scene will notify the Tower of all emergency terminations.

7.7. Hydrazine Leaks (F-16 Aircraft - complete procedures contained in MAFB OPLAN 355-XX):

7.7.1. Base Operations will notify the Fire Department and Bioenvironmental Engineering and pass estimated time of arrival (ETA) and estimated time of departure (ETD) for F-16s due to the potential for hydrazine leaks.

7.7.2. If an aircraft reports having activated its emergency power unit (EPU) in flight, Tower will instruct the pilot to taxi the aircraft to parking spot F-40 and advise the pilot to position the aircraft with the EPU side of the fuselage downwind. If spot F-40 is not available, park the aircraft so it is as far away from other aircraft, structures, and personnel as possible.

7.8. ELT/CPI Signals. All ELT/CPI signals are considered an emergency until the source is located and proven otherwise. To preclude degradation of the system, the following procedures are established.

NOTE: The first 5 minutes of each hour are designated for ELT testing, which is an alarm not exceeding three audio sweeps.

7.8.1. When not previously notified that signals are being tested or when Tower radios pick up a signal, and supporting data is available (such as a distress call from an aircraft, etc.), the Tower will activate the PCAS.

7.8.2. When a signal is received and no supporting data is available:

7.8.2.1. Tower will notify Base Operations.

7.8.2.2. Base Operations will notify the 62d Maintenance Squadron (62 MXS).

7.8.2.3. 62 MXS will determine the source of the signal and silence the active locator beacon. If unable to locate the beacon on McChord, notify Base Operations and provide known data, i.e., frequency, signal strength, bearing from McChord, etc.

7.8.2.4. Base Operations will then notify the required search and rescue agency.

7.8.2.5. Tower will notify Base Operations of all emergency and ELT/CPI terminations.

8. Noise Abatement: (Runway Use/Circling/Arrival/Departure/Ground Engine Runs):

8.1. In the interest of community relations, the following procedures will apply between 2300L and 0600L M-F, and 2300L and 0800L S-S and holidays.

NOTE: In addition to guidance listed, specific aircrew instructions are listed in AMCR 55-141, Chapter 10/62 AW Sup 1, Operations.

8.1.1. After coordination and agreement from Approach Control and notification of Base Operations, the Tower will designate direction of traffic as follows: If surface wind is 10 knots or less, and other conditions permit;

8.1.1.1. Land Runway 34.

8.1.1.2. Depart Runway 16.

8.1.2. Planned exceptions to the above will be approved by the 62d Operations Group Commander. Requests must be received at least 24 hours in advance.

8.2. Arrivals/Departures:

8.2.1. After takeoff, all aircraft will achieve the appropriate rate of climb, commensurate with safety, to assure minimum noise level over populated areas. However, during VFR conditions, aircraft making low approaches, normal takeoffs, touch and go landings, stop and go landings, or missed approaches will not climb above 1,800 feet MSL until the departure end of the runway. The 1,800 foot MSL restriction provides 500 feet separation from the overhead traffic pattern.

8.2.2. VFR Traffic Patterns: Begin the turn to crosswind after reaching 1,800 feet MSL.

8.2.2.1. Runway 16: If you delay the turn to crosswind more than 1 NM south of the field boundary, be alert to the Spanaway Airport traffic area.

8.2.2.2. Runway 34: Begin the base turn to Runway 34 south of Spanaway lake.

8.2.3. When the Tower states "closed traffic approved" it means fly the local procedures and execute closed traffic. If there is an urgent traffic conflict, the Tower will state, "present position closed traffic approved." All instructor pilots will document the details when they are asked to execute the closed traffic pattern to Runway 16 below 1,000 feet MSL.

8.2.4. When possible, pilots should avoid overflight of the Brown's Point and Downtown Tacoma areas. Our policy is to use Runway 34 as the primary landing runway unless safety or operational requirements dictate otherwise. If the tailwind component is consistently under 10 knots, the Tower should select Runway 34 as the active runway.

8.2.5. When on radar vectors for a Runway 16 approach, instructors should query Approach Control about extended vectors that would impact Brown's Point and Downtown Tacoma. Additionally, conditions permitting (i.e., good weather, experienced crew levels), instructors should request "short vectors."

8.2.6. During non-precision approaches to Runway 16, do not descend to minimum descent altitude so early that prolonged use of high-power settings at low altitudes are used.

8.3. Circling:

8.3.1. Circling approaches are usually limited to runway 34. If the situation dictates a runway 16 circling approach, it will be to a full stop only. All Circling approaches are to the west of the runway.

8.3.1.1. On all circling approaches, keep your ground track east of I-5 and south of Highway 512 (Puyallup freeway).

8.3.1.2. If you're unable to fly this route, the ground track is likely to go over the south portion of Lakewood. If you can't keep the turn inside of I-5, go around and try on another approach.

8.4. Ground Engine Runs:

8.4.1. Maintenance engine runs will be conducted IAW 62 AWI 21-3, *Ground Engine Run Procedures*. In addition to instructions outlined in that instruction, Maintenance Aircraft Coordination Center (MACC) will maintain a log of the aircraft tail number, location, estimated start time, duration, purpose and name of person providing the information for review by the 62 AW Commander and Public Affairs Office when needed.

8.4.2. No engine runs above idle are authorized any where on the airfield between 2300L and 0600L M-F, and 2300L and 0800L S-S and holidays, without 62 AW Commander approval. This restriction is waived during exercise and contingency operations.

8.4.3. The following procedures are implemented between the Tower and Command Center to reduce engine noise in close proximity of the Tower. These procedures are necessary for safe air traffic control operations and are in effect 24 hours a day.

8.4.3.1. Prior to engine runs, MACC will advise Tower of the aircraft tail number, location, number of engines to be run, and whether it is an idle or power run.

8.4.3.2. Engine runs on parking spots D-28 through D-31 are authorized at one half power or less.

8.4.3.3. Maximum power engine runs on parking spots D-30 and D-31 are not authorized due to the increased foreign object damage (FOD) potential to taxiway H.

8.4.3.4. During normal duty hours, maximum power engine runs on spots D-28 and D-29 are authorized for a 2-minute maximum duration when approved by the Tower watch supervisor.

8.4.3.5. During other than normal duty hours, maximum power engine runs on spots D-28 and D-29 will be approved by the Tower watch supervisor based on air traffic volume and complexity.

8.4.3.6. Maximum power engine runs during normal duty hours on spots D-25, D-26 and D-27 are authorized when approved by Command Post.

8.4.4. Maintenance will monitor ground control frequency during engine runs. Tower can terminate engine runs at any time. Maintenance will be advised when runs may be resumed.

9. Civil Aircraft Use. Civil aircraft are not permitted to land at McChord AFB except as permitted by AFI 10-1002, *Agreements for Civil Aircraft Use of Air Force Airfields*. In condensed form, conditions to authorize civil use are to have an approved DD Form 2401, Civil Aircraft Landing Permit, duly executed and on file in Base Operations, or have declared an inflight emergency.

9.1. Base Operations maintains a list of those civil aircraft authorized to land and notifies Tower of pending civil aircraft operations.

9.2. Civil aircraft may make practice instrument approaches providing traffic density permits. These approaches must not degrade mission or training requirements of military aircraft. Practice approaches are low approaches only unless specifically approved in writing.

10. Evacuation of ATC and ATCALS Facilities. The procedures outlined below are supplemental to those contained in AFI 13-203 and will be followed if it becomes necessary to evacuate ATCALS facilities.

10.1. Emergency Landings:

10.1.1. The Tower will activate the Emergency Warning and Evacuation Alarm at ATCALS sites when an emergency aircraft is cleared to land, but not later than 3 miles from touchdown. The alarm remains on until the hazard no longer exists.

10.1.2. Maintenance personnel will remain clear of the ATCALS shelters until the emergency or disaster situation is terminated.

10.2. Tower Wind Limitations:

10.2.1. The Tower is evacuated when the wind velocity reaches 70 knots (steady or in gusts) or when deemed necessary by the watch supervisor/senior controller. The watch supervisor/senior controller will ensure all local area traffic lands or diverts, and will make a blanket broadcast on all assigned frequencies before evacuating. Controllers will standby in the Breakroom/7th Floor until the wind diminishes to 65 knots and is forecast to subside.

10.2.1.1. Tower will activate the PCAS, relay the evacuation action and any other pertinent information.

10.2.1.2. Tower will notify:

10.2.1.2.1. Approach Control.

10.2.1.2.2. Seattle Center Data Systems Specialist.

10.2.1.2.3. Chief Controller or Airfield Operations Flight Commander.

10.2.2. Base Operations will activate the Secondary Crash Circuit to notify all concerned agencies the Tower has been evacuated and issue an appropriate NOTAM.

10.3. Tower Fire Evacuation:

10.3.1. If able, tower will activiate the PCAS and make a blanket broadcast that the tower is evacuating

10.3.2. Accomplish as much of **Section C**, paragraph **24.**, as possible. The primary egress procedure is to escape down the stairwell if possible. If not possible to exit down the stairs, exit onto the roof of the Tower and close trap door. Take an LMR to communicate with rescue personnel.

10.3.3. The secondary egress procedure is to escape to the catwalk and await Fire Department evacuation assistance--take an LMR. Base Fire Department personnel will contact Lakewood Fire Department and request a fire vehicle with a 90-foot platform ladder. This dispatched ladder truck will evacuate Tower personnel from the catwalk (response time approximately 15 minutes).

10.4. Bomb Threat.

10.4.1. If bomb is located within 1,200 feet of NAVAID facility, the Tower will activate the Emergency Warning and Evacuation Alarm System. Maintenance personnel will remain outside the cordoned area until receiving confirmation the area is clear.

10.4.2. If the bomb is located within 500 feet of the Tower:

10.4.2.1. Tower will accomplish **Section C**, paragraph **24.**

10.4.2.2. If manning permits, one controller will remain near the Tower to assist in searching for the bomb.

10.4.2.3. When evacuating, ensure all maintenance personnel working in the Tower are notified to evacuate.

10.4.2.4. When it is determined a hazard to the Tower no longer exists, the supervisor will direct controllers to return to the Tower and take appropriate actions to resume normal operations.

11. No-Notice ATCALS Preventive Maintenance Inspection (PMI) Schedule.

11.1. PMIs will be IAW appropriate directives and operations letters.

11.2. Runway 16 or runway 34 ILS--Tuesday and Thursday from 2300L to 0600L.VORTAC--Wednesday from 2300L to 0600L.

Section B—AIR TRAFFIC CONTROL

12. Local Aircraft Radio Channelization. Pilots and ATC may substitute and use radio channels for radio frequencies. The channels and frequencies listed below may be used in radio communications with 62 AW aircraft:

CHANNEL	FREQUENCY	AGENCY	CHANNEL	FREQUENCY	AGENCY
	UHF			VHF	
1	275.8	TCM Ground Control	1	121.65	TCM Ground Control
2	259.3	TCM Tower	2	124.8	TCM Tower
3	236.6	TCM Tower Common	3	126.5	Seattle Departure
4	391.9	Seattle Departure Control			Control

13. Local Flying Area. The following local flying area is established to facilitate required activities (See **Attachment 4**).

13.1. Local flying area - area enclosed with the following boundaries:

13.1.1. North boundary - United States/Canadian border.

13.1.2. East boundary - 115 degrees W. longitude.

13.1.3. South boundary - 42 degrees N. latitude.

13.1.4. West boundary - Pacific Air Defense Information Zone (ADIZ).

13.2. Aerobatic Area - that area enclosed within the following boundaries:

13.2.1. North boundary - 48 degrees 00' N. latitude.

13.2.2. East boundary - 123 degrees 45' W. longitude.

13.2.3. South boundary - 47 degrees 08' N. latitude.

13.2.4. West boundary - Pacific Ocean Shoreline.

14. Functional Check Flight Route. The functional check flight route is established (See **Attachment 5**) and should be filed as a point-to-point flight plan on a DD Form 175, Military Flight Plan.

15. Local ATC Procedures. Aircraft in the Class D Airspace will monitor Tower frequency except when under the control of Approach Control.

15.1. Departures. Tower and Approach Control may delay, vector, hold, or breakout local traffic and any traffic making a practice approach to facilitate “PRIORITY” and/or “TIME CRITICAL” scheduled departures.

NOTE: Departure time is considered the time the aircraft becomes airborne IAW FAAO 7110.65.

15.1.1. In addition to priorities in FAA Order 7110.65 and AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*, priorities for departures are:

15.1.1.1. First priority is an AIREVAC requesting priority.

15.1.1.2. Second priority is AMC scheduled Time Critical Missions. When required, the Command Center will contact the Tower and advise, “(Call-sign) is TIME CRITICAL at (time).” Aircrews should be prepared to takeoff on either runway. Crews may request an opposite direction departure if insufficient time exists to taxi to the primary runway. Tower will coordinate with Approach Control as necessary. Time Critical Departures are considered on time when the aircraft departs not later than 2 minutes after the declared Time Critical time.

NOTE: If pilots insist on an opposite direction departure, additional delays may be incurred due to traffic. Based on current traffic in the local pattern and traffic controlled by Approach Control, departing from the runway in use may in fact be more expeditious.

15.1.1.3. Third priority is Priority Departures. Priority departures are normally given to airdrop and air-refueling missions whose delay could affect mission accomplishment. To initiate this priority, pilots will request “PRIORITY DEPARTURE” with a specific departure time when placing clearance on request. If there is an anticipated delay, the Tower will coordinate with Approach Control to ensure departure as close to the priority time as possible. If the reason for requiring a priority takeoff becomes invalid, the pilot will cancel the priority request. Priority Departures are considered on time when the aircraft departs at the declared “PRIORITY DEPARTURE” time.

NOTE: Tower will make every effort to facilitate on-time departures based on traffic (current and expected), runway in use, and IAW all current Air Force and FAA directives. Aircrews should make every effort to keep the Tower informed of changes, delays, etc., at the earliest possible opportunity.

15.1.1.4. Fourth priority is a Very Important Person (VIP) aircraft.

NOTE 1: Aircraft in distress have the right of way over all other aircraft.

NOTE 2: Time Critical/Priority/VIP departures are given priority over local training arrivals (traffic permitting) and over all departures, except for those stated above. Base Operations will notify Tower of all known aircraft requiring VIP handling. Tower will notify Command Center when arriving VIP aircraft are 10 miles from the runway.

NOTE 3: Command Center will advise Tower which AMC aircraft has precedence if a conflict arises between two or more time critical or priority mission departures.

NOTE 4: For locally based aircraft formation flights, two aircraft constitute a standard formation--more than two is a nonstandard formation. Lead pilots will inform the Tower of any exceptions.

15.1.1.5. Due to rapidly changing air traffic situations, Tower will not coordinate opposite direction IFR departures earlier than 10 minutes prior to departure time.

15.1.2. In order to minimize airborne delays for aircraft entering oceanic and (or) Canadian airspace, the following procedures apply:

15.1.2.1. When the pilot contacts Ground Control for engine start, he or she will state the actual departure time and request clearance.

15.1.2.2. Tower will contact Flow Control and (or) Approach Control and request clearance by relaying the information.

15.1.2.3. After receipt of the ATC clearance or suggested alternate route/flight level, the Tower issues the clearance or coordinates the change and (or) delay time until requested route/flight level is available.

15.1.3. Inquiries pertaining to alleged ATC delays are immediately addressed to the Airfield Operations Flight Commander or Chief Controller who will investigate and determine if the air traffic system caused the delay.

15.1.4. If expected departure is more than 30 minutes prior to filed departure time, pilots should advise Ground Control on initial contact of the new departure time (this will facilitate update of the ATC computer system).

15.1.5. To expedite traffic flow, Tower may ask aircraft awaiting departure if they can expedite takeoff. This means aircraft, other than heavy jets, will move from position on the taxiway/run-up area onto the runway and start takeoff roll without stopping. A clearance to expedite takeoff for a heavy jet indicates the aircraft will move from its position on the taxiway/run-up area onto the runway, STOP, and then begin takeoff roll as soon as possible. ATC cannot issue a clearance which implies or indicates approval of rolling takeoffs by heavy aircraft. Any aircraft unable to comply with the ATC request will respond with, “Unable to expedite takeoff.”

15.1.6. At ATC or pilot request, aircraft may make intersection takeoffs (See **Attachment 3**). Exception: Aircraft will not takeoff to the north from the taxiway B intersection.

15.1.7. In VFR conditions, aircraft will not climb above 1,800 feet MSL until passing departure end of the runway. This includes low approaches, touch and goes, etc.

15.1.8. Aircraft departing VFR from Runway 34 will turn right to a heading of 070 degrees after passing the north field boundary, unless otherwise cleared by the Tower. Aircraft must attain 1,800 feet/2,300 feet (rectangular/overhead) before turning to crosswind.

15.1.9. In order to clear the Spanaway airport traffic patterns (located 3 nautical miles (NM) southeast at 1,000 feet MSL), Runway 16 VFR east departures will turn left within 1 NM after passing the field boundary or climb straight ahead to 1,800 feet MSL before starting a left turn. Pilots should be aware of several civil airports adjoining McChord AFB which generate extensive general aviation traffic.

15.1.10. Pilots requesting opposite direction departures will notify Ground Control of the request on initial contact (expect delays or non-approval).

15.2. Traffic Patterns: (See **Section A**, paragraph **8.** for noise abatement information)

15.2.1. Traffic patterns are left traffic for Runway 16 and right traffic for Runway 34.

15.2.2. Rectangular patterns are flown at 1,800 feet MSL with entry to the downwind at an angle of 45 degrees or as directed by ATC. Downwind leg is flown over Pacific Avenue or as directed/approved by ATC. Closed traffic patterns are flown at 2,300 feet MSL for fighter type aircraft/1,800 feet MSL for all other aircraft.

15.2.3. Aircraft operating under VFR enter initial for Runway 16 at a 45 degree angle, 5 miles from the north end of the runway or as directed by ATC.

15.2.4. All local aircraft being vectored to initial automatically have their IFR flight plan canceled upon transfer of the aircraft to the Tower (normally 10 miles out). Approach Control need not inform base assigned aircraft of this procedure. Tower is responsible for separation and sequencing when the aircraft is transferred to Tower frequency.

15.2.5. Patterns must avoid Restricted Area R6703, located approximately 7 NM southwest of McChord, unless authorized by Approach Control.

15.3. Arrivals:

15.3.1. The Tower may authorize restricted low approaches (at or above 900 feet MSL) when personnel and (or) equipment are on the runway.

15.4. Opposite Direction Operations. If the procedure is coordinated and approved by the tower, opposite direction IFR traffic is permitted simultaneously to Runways 16 and 34 as follows:

15.4.1. Tower can authorize opposite direction IFR traffic only with Approach Control concurrence.

15.4.2. Approach Control will not allow an opposite direction arrival to proceed closer than the final approach fix once an arrival has passed the final approach fix to the opposite runway.

15.4.3. Unless otherwise coordinated, Tower will not clear an IFR departure for takeoff when an IFR arrival is 10 miles on final to the opposite runway.

15.4.4. Approach Control will not allow an opposite direction IFR arrival to proceed closer than 10 miles on final before an IFR departure begins takeoff roll, before an IFR low approach is over the runway, or before an IFR touch and go is on the go.

15.5. Tactical VFR (TVFR) Procedures:

15.5.1. Random steep TVFR approaches may be requested and flown at the highest altitude available based upon Approach Control traffic; but in no case lower than 2,300 feet MSL. Aircraft arriving from south through west will have the best chance for the highest altitude. Normally, the highest altitude approved will be 6,000 feet MSL. Random steep approaches may be flown to either runway. (Expect no right base leg turns to Runway 16.) Once inside 3 NM of the airfield, the aircraft will remain within 3 NM. Once below 3,000 feet MSL, aircraft will remain east of Interstate 5.

15.5.2. Random shallow approaches are only requested to Runway 34. Aircraft will plan a "straight-in" type approach to Runway 34 that avoids R6703, Gray AAF (Class D Airspace) and the built-up areas east of the final approach course. Aircraft will remain over Fort Lewis/McChord AFB property to the maximum extent possible.

15.5.3. All locally assigned aircraft being vectored to random TVFR approaches will automatically have their IFR flight plans canceled when transferred to Tower frequency. Approach Control need not inform base-assigned aircraft of this procedure.

15.5.4. Random approaches have the same priority as all other VFR-type approaches.

15.6. Reduced Runway Separation (RRS) for United States Air Force fighter type aircraft operating out of McChord AFB: IAW AFI 13-203, reduced runway separation will not be applied to emergency aircraft.

15.6.1. Same type aircraft (i.e. F-15 following F-15, F-16 following F-16) operations are authorized 3,000 feet RRS as follows:

15.6.1.1. Full stop behind a full stop/touch and go/low approach.

15.6.1.2. Touch and go behind a touch and go/low approach.

15.6.1.3. Low approach behind a low approach.

15.6.1.4. Touch and go or low approach behind full stop requires 6,000 feet.

15.6.1.5. Low approach behind touch and go-RRS not authorized.

15.6.2. Dissimilar type aircraft (not same airframe type) operations are authorized 6,000 feet RRS as follows:

15.6.2.1. Full stop behind a full stop/touch and go/low approach.

15.6.2.2. Touch and go behind full stop.

15.6.2.3. Low approach behind a low approach/full stop.

15.6.2.4. Low approach or touch and go behind touch and go-RRS not authorized.

15.6.3. Night Operations/Wet Runway Operations: Same as **15.6.2.** except touch-and-go not allowed following a full stop.

15.6.4. Aircraft landing in wing formation requires 6,000 feet between other aircraft.

15.6.5. All aircraft must maintain at least 500 feet lateral or vertical separation when overflying aircraft on the runway. The responsibility rests with the overflying pilot.

15.6.6. Any pilot may refuse to participate in RRS procedures.

15.6.7. No dissimilar RRS aircraft operations are conducted without prior coordination by the requesting unit and the ATC Watch Supervisor.

15.7. Separation: (VFR - VFR, VFR - IFR)

15.7.1. Tower uses seperation criteria IAW FAAO 7110.65 for all aircraft.

15.7.2. VFR aircraft use the see and avoid concept while in class D airspace. They are given clearance to enter D airspace and traffic advisories only.

16. Formation Flights. Formation takeoffs and landings are authorized and are governed by aircraft operating procedures and command directives.

17. Fuel Tank, Ordnance and Cargo Jettison. A portion of Restricted Area R6703 is established as the jettison area for external fuel tanks and conventional ordnance. The area is approximately 195 degrees/10 DME from the McChord VOR-TAC. However, the designated impact area is relatively small (4 3/4 by 2 3/8 miles) and the drop should be made as accurately as possible. Approach Control will notify Fort Lewis Range Control when an emergency drop is contemplated. Approach

Control may be contacted for vectors to the emergency drop when an aircraft is unable to proceed VFR or upon request. Aircraft will approach the jettison area at 2,000 feet MSL on a southwesterly heading (see **Attachment 6**). An alternate jettison area for cargo, fuel tanks, and ordnance is the Pacific Ocean while the aircraft is under the control of Seattle Center. Aircraft requiring internal fuel jettison normally is vectored to an over water area. Fuel may be released anytime above 5,000 feet AGL. Pilots will notify the appropriate ATC facility prior to fuel release.

18. Controlled Bailouts:

18.1. The controlled bailout area is the landing zone at the McChord 150/08 mile fix. Aircraft should approach the controlled bailout area at 2,500 feet MSL (fighters use 5,000 feet MSL) heading 270 degrees. This should cause the aircraft to impact within Restricted Area R6703.

18.2. During communications failure, pilots should set transponders to code 7700, fly to the McChord VORTAC and proceed outbound on the 150-degree radial at 2,500 feet MSL (fighters use 5,000 feet). When over the 8 DME fix, turn to heading 270 degrees and bailout.

18.3. Anyone having knowledge of a planned fuel tank, ordnance, cargo jettison or bailout will contact the Range Control Officer (RCO) at Fort Lewis (DSN 967-6371 or on VHF 141.125) as soon as possible with the pertinent details. The RCO in turn will ensure the restricted/controlled bailout areas are sterilized.

Section C—SPECIAL PROCEDURES

19. C-5/B-52/B-747/E-4 Aircraft Procedures.

19.1. Preferential Landing Runway. When wind conditions permit, Runway 34 is preferred to provide maximum instrument approach capability, the best approach area for air traffic separation, and

minimum taxi to the parking ramps. Touch and go landings by C-5 and 747/E-4 aircraft are prohibited. Except in an emergency, B-52 aircraft are not permitted to land due to a lack of outrigger clearance from the BAK-12 housings. B-52 low approaches are permitted. Tower will ensure pilots are notified of the BAK-12 housing limitations prior to starting the approach.

19.2. Ground Operation Areas. The following areas are available for ground operation except as noted:

19.2.1. Arrivals:

NOTE: 180 degree turns on the runway are not authorized for heavy aircraft. See **Section A**, paragraph **1.1.**

19.2.1.1. Runway 16: C-5 and 747/E-4 aircraft landing Runway 16 will taxi to the runway end and turn off at taxiway E. The aircraft will turn around on the south hammerhead and await ATC clearance for back taxi on the runway. C-5 and 747/E-4 aircraft may exit the runway at taxiways B, C, or D; however, taxiway A is the preferred route. (Use taxiway D only if absolutely necessary. C-5/747/E-4 aircraft may blow FOD onto the runway or taxiway H or may be affected by FOD when using taxiway D).

19.2.1.2. Runway 34: C-5 and 747/E-4 aircraft landing Runway 34 will normally taxi to the runway end and turn off at taxiway A. C-5 and 747/E-4 aircraft may exit the runway at taxiways B, C, or D; however, taxiway A is the preferred route. (Use taxiway D only if absolutely necessary. C-5/747/E-4 aircraft may blow FOD onto the runway or taxiway H or may be affected by FOD when using taxiway D).

19.2.2. Departures:

19.2.2.1. Runway 16. Runway 16 is the preferred departure runway for C-5 and 747/E-4 aircraft to reduce taxi distance and maneuvering at the south end.

19.2.2.2. Runway 34. C-5 and 747/E-4 aircraft departing Runway 34 will taxi down the runway from taxiways A, B or C, exit at taxiway E, turn around in the south hammerhead and await ATC clearance for takeoff.

19.2.2.3. Taxiways:

19.2.2.3.1. Taxiway H from taxiway A to taxiway D intersection may be used by C-5 and 747/E-4 aircraft. Taxiway H from taxiway D intersection south to taxiway E is not used by C-5 or 747/E-4 aircraft due to a lack of wing tip clearance.

19.2.2.3.2. The north and south run-up areas are available for use by all aircraft.

19.2.2.3.3. Taxiways A, B, C, E, and I are available for use by C-5 and 747/E-4 aircraft. C-5 and 747/E-4 aircraft may use taxiway D only if absolutely necessary--(they may blow FOD onto the runway or taxiway H, or may be affected by FOD).

19.2.2.3.4. Taxiway F is used only in cases of absolute necessity at the lowest possible aircraft gross weights. It is composed of 2 inches of asphalt over an unstable base. (C-141 limit: 170,000 lbs; C-130: unrestricted.) Questions concerning other aircraft types are referred to airfield management (DSN 984-5611).

19.2.2.4. B, D, and J ramps, and K parking spots are available for C-5 and 747/E-4 operations.

19.3. Aircraft Parking. Heavy aircraft parking procedures are as directed in Maintenance Operating Instruction 66-36, *Aerospace Vehicle Parking Plan*. Aircraft parked on K-2 are positioned with the nose wheel on the parking spot and the front of the aircraft pointed toward the runway--(restrictions imposed by the Runway 16 glideslope critical area. Park IAW **Section A**, paragraph **2.6.2.**).

19.4. Runway Inspection. The runway may be temporarily closed following heavy aircraft operations, when Tower or Base Operations personnel deem a FOD inspection is necessary. Final decision for closure is made by the Tower supervisor/Base Operations personnel.

20. Landing Zone (LZ) Operations.

20.1. Air Traffic Control procedures:

20.1.1. Circling approaches are not authorized. A transition to the landing zone can be made from an instrument approach to the runway in use once the aircraft has the LZ in sight. (Example: If an approach is being made to Runway 34, the aircraft may, after Tower approval, begin a maneuver to align itself with the LZ North for landing if the LZ is in sight). It must be emphasized, **Tower approval is required prior to commencing the maneuver**. Missed approach instructions are those for the instrument approach being executed.

20.1.2. VFR rectangular pattern is flown at 1,800 feet MSL, overhead patterns at 2,300 feet MSL. Taxiing aircraft must hold short of the north run-up pad and taxiways B, C, and D during all LZ operations. All turnoffs from the LZ are toward taxiway H unless otherwise directed/authorized by ATC.

20.1.3. Transmissions to and from aircraft will include the phrase "LZ." (Examples: "Cleared to land LZ" or "Turning base for the LZ.") When Tower issues initial runway information, the direction of landing is referred to as either "LZ North" (Runway 34) or "LZ South" (Runway 16).

20.1.4. Separation Criteria (Departures): Departures from the main runway are not authorized when aircraft are on the LZ.

20.1.5. Separation Criteria (Arrival):

20.1.5.1. LZ-North Landing Following Runway 34 Landing. Runway 34 traffic must be clear of the runway/LZ and established on taxiway H or stopped on the runway prior to taxiway D.

20.1.5.2. Runway 34 Landing Following an LZ-North Landing. The LZ traffic must be clear of the LZ and headed toward taxiway H before landing traffic crosses the Runway 34 threshold.

20.1.5.3. LZ-South Landing Following a Runway 16 Landing. Runway 16 traffic exiting the runway prior to the departure end must clear the runway/LZ and be established on taxiway H before the LZ traffic crosses the LZ landing threshold. Aircraft on landing roll south of taxiway D are not a factor for LZ-South operations.

20.1.5.4. Runway 16 Landing Following an LZ-South Landing. The LZ traffic must be clear of the LZ and headed toward taxiway H before landing traffic crosses the Runway 16 threshold.

20.2. LZ operations require coordination with Airfield Management and Air Traffic Control. Do not run simultaneous operations to the runway and LZ.

20.3. Night Vision Goggle (NVG) Training and Tactically Lit Runway/LZ Operations. Units requesting these operations must coordinate with 62 OSS Combat Tactics (DSN 984-3614) and Airfield Operations (DSN 984-5215) at least 24 hours prior to operations.

20.3.1. NVG Training and Tactically Lit Runway/LZ operations require aircrews to operate in airfield conditions which do not meet (substandard) Federal Aviation Regulation, Part 139 criteria.

20.3.2. Although pilots will receive normal air traffic takeoff and landing clearances, it is solely the pilot-in-command's responsibility to continue operations under substandard airport lighting conditions.

NOTE: During NVG or tactical lighting conditions, air traffic controllers have limited views of critical airport areas. Aircrews must compensate accordingly.

21. Tactical Ordnance Procedures. Transient aircraft may operate out of McChord AFB with live ordnance provided 30 days prior notice is given to 62 AW/XPL, they are compliant with parent command and AMC safety directives, and the following:

21.1. Approved by the 62 AW Commander.

21.2. Maximum number of aircraft involved must be provided during initial request. Any changes must again be coordinated with 62 AW Plans Office (XP) prior to arrival.

22. C-141 Station Keeping Equipment (SKE) Procedures. (Complete procedures contained in AMC Regulation 55-141 Chapter 25.) The MAC ONE SKE and MAC THREE SKE Arrivals are the only approved SKE approachs into McChord AFB (See **Attachment 7** & **Attachment 8**).

23. Unusual Maneuvers. Tower will not approve pilot requests to conduct unusual maneuvers within the class D airspace unless they are essential to flight performance (Reference FAA Order 7110.65).

24. Alternate Tower Operations. The following procedures apply when Tower operations are moved to the alternate facility. Bomb threats, power outages, equipment outages, fire and base exercises are some of the reasons the alternate Tower is activated. The tower above the Fire Department is designated as the Alternate Control Tower for emergency air traffic control operations. During alternate Tower operations, air traffic is restricted to mission essential departures and full stop landings. Vehicle traffic is restricted to mission essential activities only. Activities such as routine airfield and arresting systems maintenance, non-mission essential towing operations, etc., are not authorized when the alternate Tower is activated.

NOTE: If the alternate tower cannot be utilized for any reason, controllers will proceed to the runway 34 Runway Monitoring Unit (RMU).

24.1. The Tower will:

24.1.1. Activate the PCAS (provide the reason for the evacuation).

24.1.2. Notify:

24.1.2.1. Approach Control.

24.1.2.2. Seattle ARTCC Data Systems Specialist.

24.1.2.3. Communications Customer Support (for NAVAIDS monitoring, etc.).

24.1.2.4. Chief Controller/Airfield Operations Flight Commander.

24.1.3. If possible, ensure all traffic has landed or been transferred to Approach Control. Make a blanket broadcast on all assigned frequencies of the Tower's intentions.

24.1.4. When evacuating the Tower, a minimum of one 1C171 and one 1C151 will pick up the Alternate Tower Kit and the multi-channel radio. They will proceed to the alternate Tower or runway 34 RMU and establish operations.

24.1.5. Use the following equipment to control and coordinate air and ground traffic:

24.1.5.1. The existing UHF radios located in the alternate Tower set on frequencies 259.3 and 275.8.

24.1.5.2. The multi-channel VHF radio set on 124.8 unless needed to control VHF-only equipped aircraft on the ground. Airborne aircraft must be given priority.

24.1.5.3. The landlines installed in the alternate Tower provide for communications with Approach Control, Base Operations, and Tower.

24.1.5.4. The Crash FM Net, Ramp FM Net and Security Police FM net to control vehicle traffic.

24.1.6. Provide Base Weather and Fire Department with the alternate Tower telephone number.

24.1.7. Request all changes for airfield lighting settings and generator operation via the appropriate Net.

24.2. When notified of Tower evacuation, the agencies listed below will provide the services and (or) equipment as indicated.

24.2.1. Base Operations will:

24.2.1.1. Activate the Secondary Crash Alarm System.

24.2.1.2. Provide a portable radio for the Ramp Net.

24.2.2. Base Weather will provide, via telephone, all weather observations, meteorological watches and forecasts.

24.2.3. 62 CES Barrier Maintenance will provide arresting system reconfiguration as requested by ATC through Base Operations. Sections within 62 CES will provide services and (or) equipment as follows:

24.2.3.1. Fire Department will provide a portable radio for the Crash Net.

24.2.3.2. Airfield Lighting Section will provide one person to operate the auxiliary airfield lighting panel.

24.2.3.3. Power Production Section will provide one person for the airfield lighting generator vault to activate the generator when required.

24.2.3.4. Communications Customer Support will:

24.2.3.4.1. Place ATCALs personnel on 30-minute standby. This ensures a timely response in the event of a NAVAID failure.

24.2.3.4.2. Notify standby maintenance personnel when the 30-minute standby is no

longer required.

24.3. There is a possibility an inspection and (or) exercise team may request evacuation of the Tower to simulate emergency conditions. The Tower will participate in base exercises to the maximum extent possible consistent with flight safety. In all cases, the following apply.

24.3.1. The Airfield Operations Flight Commander or Chief Controller must be briefed at least 72 hours in advance of exercises involving ATC facilities or the airport movement area. The briefing may be accomplished through the ATC Exercise Evaluation Team Facilitator.

24.3.2. A watch supervisor and one 5-level will remain in the Tower for safety considerations and ATCALS monitoring.

24.4. Upon resuming normal operations, Tower will notify all agencies listed in **Section C**, paragraph **24.1.2.**

25. National Airspace System Notice to Airmen (NOTAM) Coordination Procedures. The control tower is the NOTAM monitor facility. Base Operations is the NOTAM issuing agency. Base Operations will notify Seattle Flight Service Station of all NOTAM actions on the McChord VORTAC or ILS systems.

26. Airfield Operations Board. IAW AFI 13-203, the Airfield Operations Board will meet at least every 90 days, within 30 days after receipt of an Air Traffic Services (ATS) Analysis Report, and for an ATS analysis inbrief. Personnel occupying the following positions are board members:

62d Operations Group Commander	62 OG/CC	Chair
62d Operations Support Squadron Commander	62 OSS/CC	Member
Wing Standardization/Evaluation Officer	62 OG/OGV	Member
Combat Operations Training	62 OSS/OST	Member
Airfield Operations Flight Commander	62 OSS/OSA	Member
Deputy Airfield Operations Flight Commander	62 OSS/OSA	Member (Recorder)
Chief, Airfield Management	62 OSS/OSAA	Member
Flying Squadron Commanders	4, 7, and 8 AS/CC	Member
Operations Officer, Close Air Support Squadron, ANG	CASG, WANG/DO	Member
Communications-Electronics Staff Officer	62 CS/SCM	Member
Chief Controller, Tower	62 OSS/OSAB	Member
Manager, Seattle TRACON	FAA/TRACON	Member

Seattle ARTCC, Manager, Airspace/Procedures	FAA/ZSE-4	Member
Civil Engineer Planning Officer	62 CES/CECP	Member
446th Operations Group Commander	446 OG/CC	Member
Weather Officer	62 OSS/OSW	Member
Wing Flying Safety Officer	62/446 AW/SE	Member
62 OG C-17 Integration Office	62 OG/CCIA	Member

27. Quiet Hour Procedures. . Organizations desiring quiet hours will send their written requests to Airfield Management (62 OSS/OSAA) at least 14 calendar days in advance. Requests are signed by either the unit commander or project officer. The request should include the reason, date, time, location, and point of contact. Any significant information such as, special aircraft parking, etc., should be included.

27.1. Quiet hours will halt essential activities and will consist of the following unless otherwise coordinated:

27.1.1. Airfield will remain open for emergency or contingency aircraft.

27.1.2. PPR will be required.

27.1.3. No departures/arrivals.

27.1.4. No overhead patterns.

27.1.5. No engine run-ups.

27.1.6. No ground power units operating within sound range of the event.

27.2. A quiet hour request requiring an airfield closure must be approved by the 62 OG Commander.

27.3. Airfield Management will coordinate with applicable agencies and provide written notice of approval/dissapproval within 4 calendar days after receiving written request.

28. Flyover Request Procedures. Additional reference is AFI 11-209, *Air Force Participation in Aerial Events*. Flyovers will not halt mission essential activities. Organizations requesting flyovers will have an office of primary responsibility (OPR) coordinate and (or) inform, as applicable, the following:

28.1. 62d Operations Group Deputy Commander, or representative, to determine requirements (i.e., number of aircraft, location, time/date, profile, etc.)

28.2. 62 OSS Airfield Operations (OSA-984-5215) for quiet hours and air traffic control support.

28.3. 62 AW Protocol.

28.4. Other flying squadrons as necessary, (i.e., visiting flying units, Washington Air National Guard, etc.) Check with ATC Operations (DSN 984-3611 or 5215) for current listing of visiting units.

28.5. Aircrew to provide selected profile for flying, time, altitude, weather minimums, etc.

28.6. HQ AMC, to obtain permission, as necessary.

28.7. Base newspaper (*Airlifter)* and Official Base Bulletin for widest dissemination.

28.8. Security police to block off area, as necessary.

28.9. Identify a ground contact to coordinate with the Tower prior to and during flyovers.

RONALD R. LADNIER, Lt Col, USAF
Commander, 62d Operations Group

Attachment 1

GLOSSARY OF REFERENCES, TERMS, ABBREVIATIONS AND ACRONYMS

References

AFI 10-1001, Civil Aircraft Landing Permits

AFI 10-1002, Agreement for Civil Aircraft Use of Air Force Airfields

AFJI 11-204, Participation in the Military Exercise Program

AFI 11-209, Air Force Participation in Aerial Events

AFI 13-203, Air Traffic Control

AFI 13-213. Airfield Management

AFI 32-1043, Managing Aircraft Arresting Systems

AMCR 55-141, Chapter 10, Local Operating Procedures

AMCR 55-141, Chapter 25, Formation Procedures

62 AWI 21-3, Ground Engine Run Procedures

62 AWR 55-1, Local Airdrop Routes

62 AWR 66-22, Aerospace Vehicle Parking Plan

FAA Order 7110.65, Air Traffic Control

Definitions. The following terms, abbreviations and acronyms are used throughout this instruction.

AGL - Above Ground Level

ATC - Air Traffic Control

ATCALS - Air Traffic Control and Landing System

BAK-12 - Cable Arresting System

CAT II ILS - Category II Instrument Landing System

CPI - Crash Position Indicators

DME - Distance Measuring Equipment associated with the VORTAC

E5 - Cable Arresting System

ELT - Emergency Locator Transmitters

IFR - Instrument Flight Rules

ILS - Instrument Landing System

MSL - Mean Sea Level

PRIORITY DEPARTURE - A departure considered on time when the aircraft departs at the declared "Priority Departure" time.

RVR - Runway Visual Range

WILL - Used in this instruction means a procedure is mandatory

TCM - McChord Air Force Base

TIME CRITICAL DEPARTURE - A departure is considered on time when the aircraft departs as soon as possible but not later than two minutes after the declared "Time Critical" time.

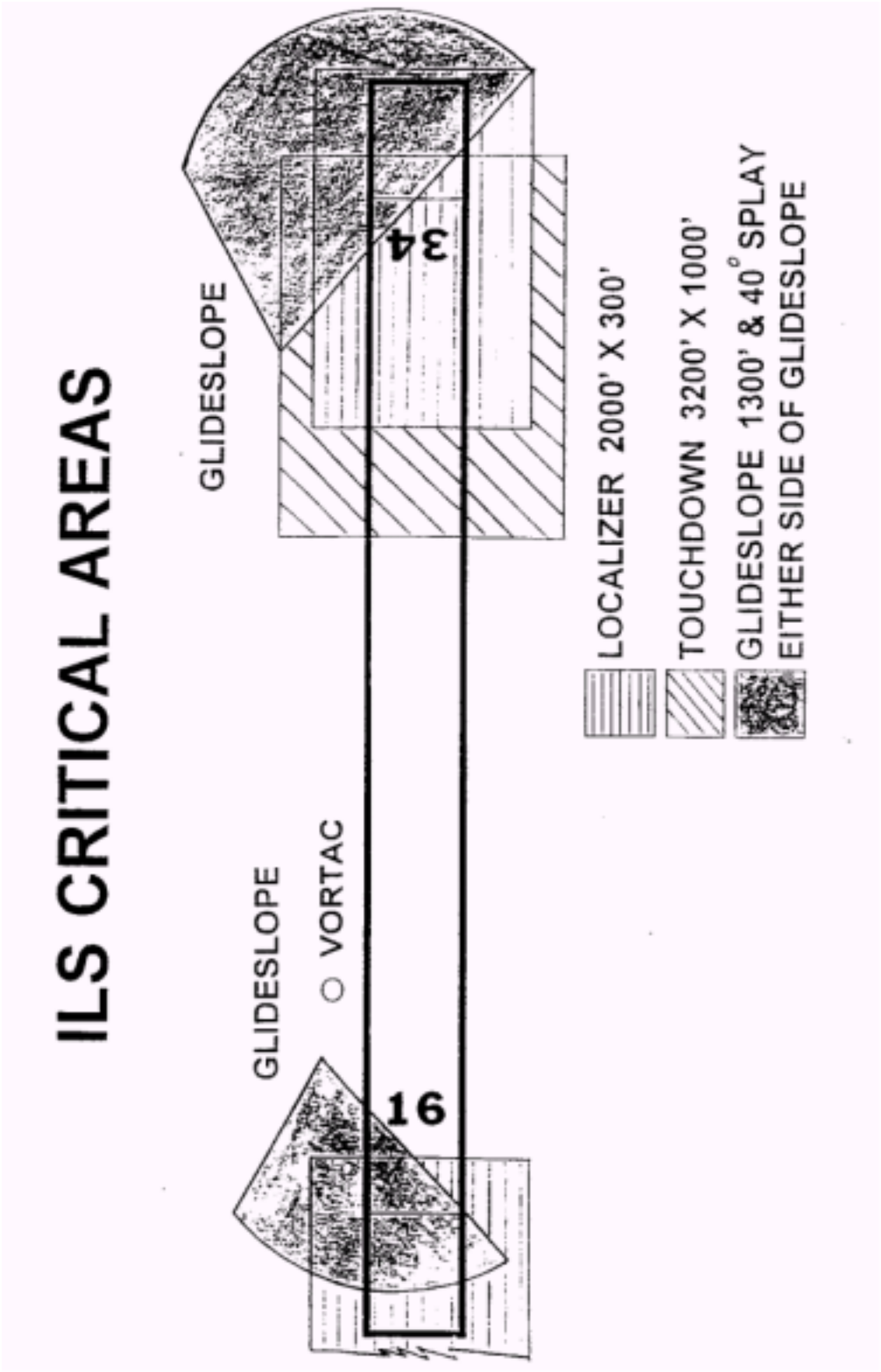
TOWER - McChord AFB Control Tower

VFR - Visual Flight Rules

VORTAC - Very High Frequency Omnirange (VOR) and Tactical Air Navigation (TACAN)

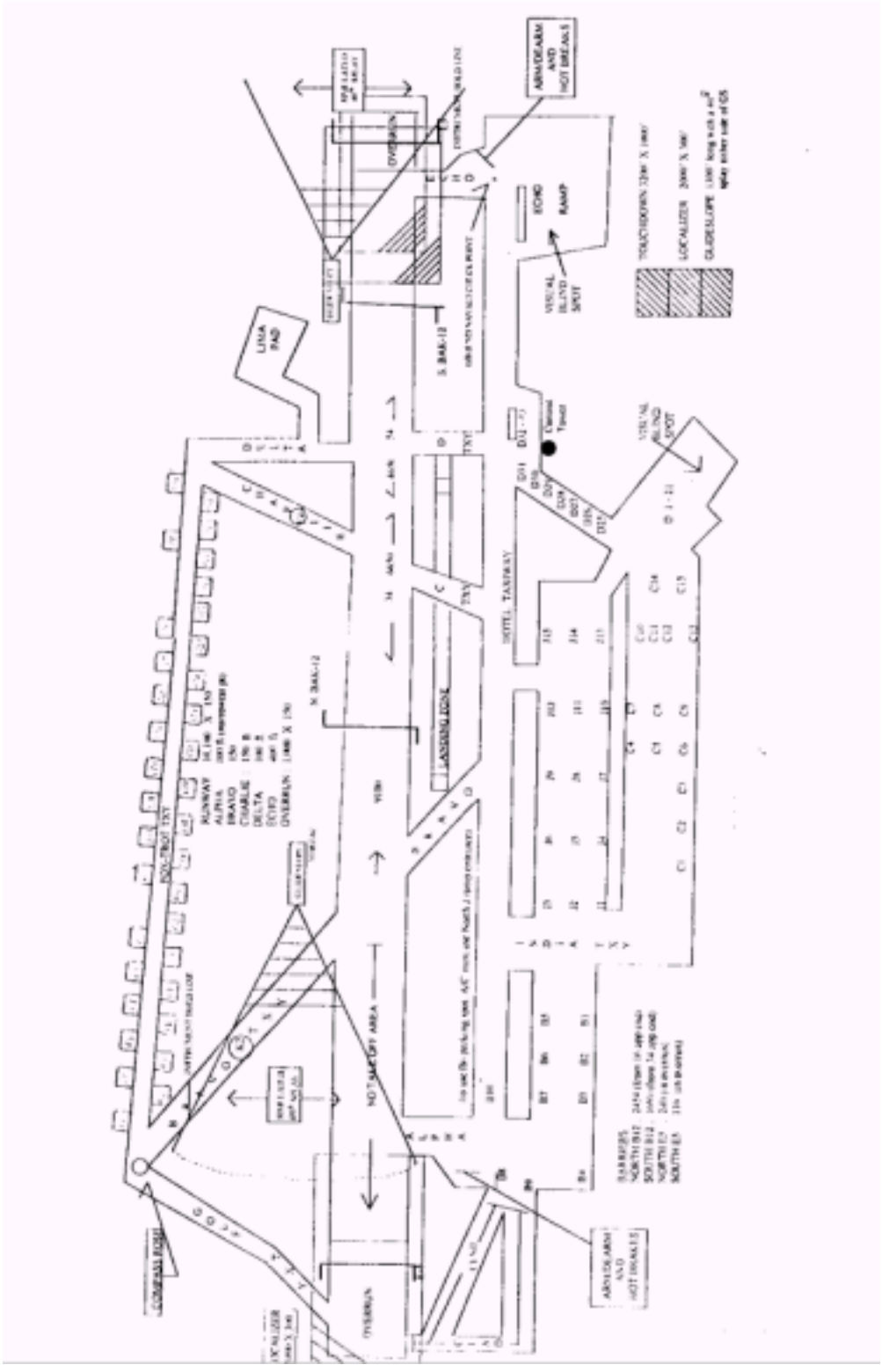
Attachment 2

ILS CRITICAL AREAS



Attachment 3

MCCHORD AFB FLIGHT LINE MAP

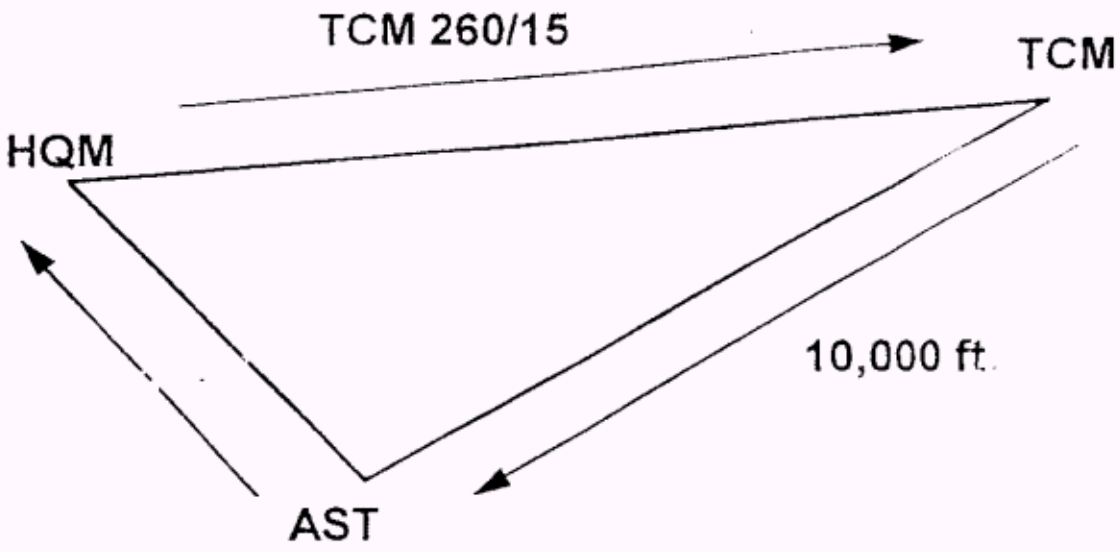


Attachment 4

MCCHORD AFB LOCAL FLYING AREA

Attachment 5

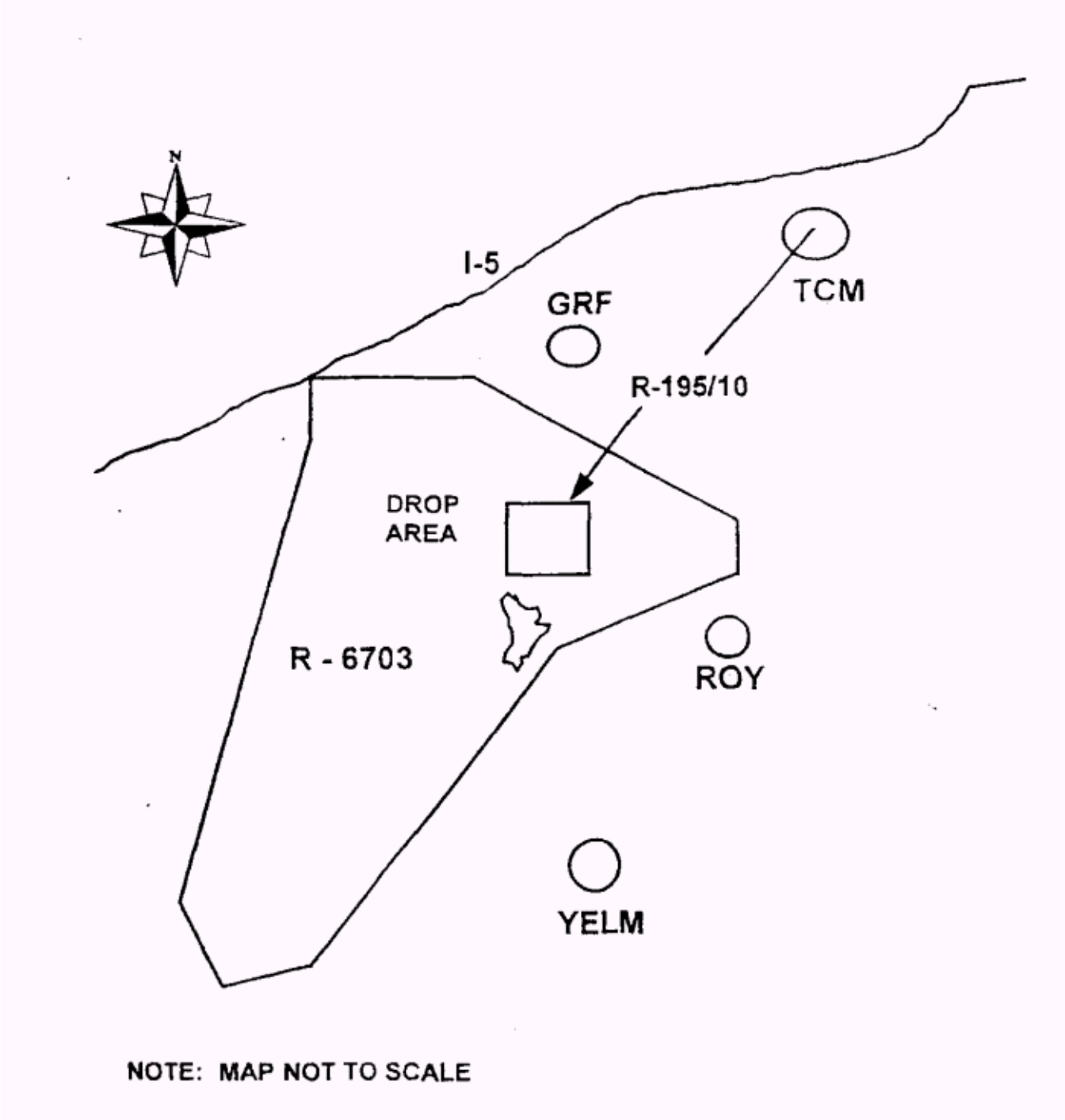
MCCHORD FUNCTIONAL CHECK FLIGHT ROUTE



C-141 aircraft will proceed from TCM to AST climbing to 10,000 feet, then direct to HQM. When over HQM, the aicraft will orbit between HQM and AST, as required, until the FCF is complete. Then proceed from HQM to the TCM 260/15 DME fix.

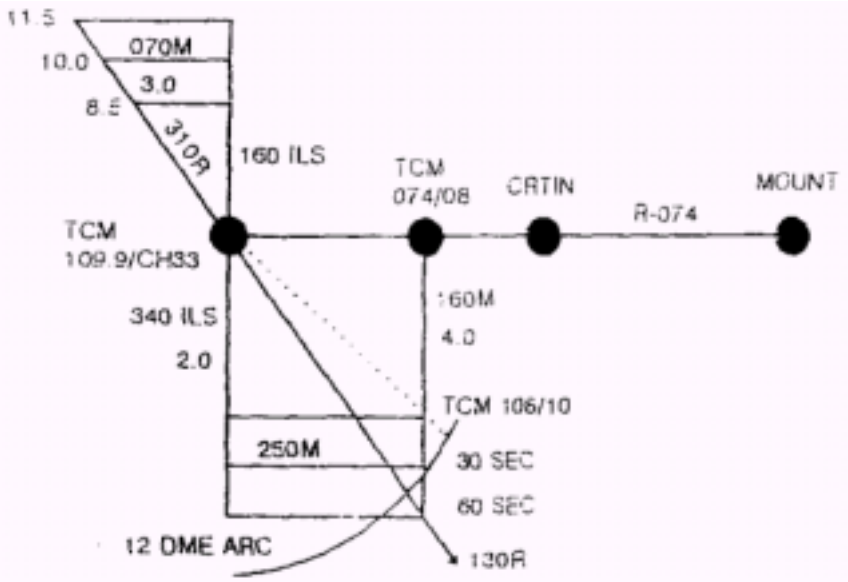
Attachment 6

FUEL TANK, ORDNANCE AND CARGO JETTISON AREA



Attachment 7

MAC ONE SKE ARRIVAL



NOTE: LIMITED TO 3 SHIP ELEMENT.

TO RWY 34

- PLAN TO BE AT 4000' AND 200 KCAS PRIOR TO TCM 074/08.
- APPROACHING TCM 074/08, LEAD THE TURN TO TRACK 160 MAGNETIC.
- AT THE TCM 108/10, LEAD SIGNALS RIGHT TURN AND EXECUTE FCIs AND TURNS TO 250 MAG DRIFT CORRECTED USING 20 DEGREES OF BANK.
- AT THE SAME TIME, LEAD RETARDS THROTTLES (2 TO IDLE, 2 TO 2000 LBS/HR) AND SLOWS TO 160 KCAS CONFIGURING AS REQUIRED.
- WINGMEN WILL TURN AND SLOW USING THE SAME PROCEDURES AT 30 SECOND INTERVALS FROM LEADS EXECUTE FCI.
- AIRCRAFT WILL DESCEND TO 2000' AFTER CROSSING THE TCM 130 RADIAL AND WITHIN 12 DME.
- INTERCEPT LOCALIZER, TACAN, OR VOR/DME FINAL APPROACH COURSE.
- MAINTAIN 2000' AND 160 KCAS UNTIL SPANN, THEN COMPLETE THE APPROACH.

TO RWY 16

- PLAN TO BE AT 4000' AND 200 KCAS PRIOR TO THE TCM VORTAC.
- REMAIN ON THE 074 RADIAL INBOUND UNTIL OVERHEAD TCM, THEN TRACK THE TCM 310 RADIAL OUTBOUND. MAINTAIN 4000'.
- AT THE TCM 310/8.5 LEAD TURNS TO 070 MAG DRIFT CORRECTED USING 20 DEGREES OF BANK.
- AT THE SAME TIME, LEAD RETARDS THROTTLES (2 TO IDLE, 2 TO 2000 LBS/HR) AND SLOWS TO 160 KCAS CONFIGURING AS REQUIRED.
- WHEN WINGS LEVEL, DESCEND TO 3000'.
- WINGMEN TURN AND SLOW USING THE SAME PROCEDURES AT 1.5 DME INCREMENTS.
- INTERCEPT LOCALIZER, TACAN, OR VOR/DME FINAL APPROACH COURSE.
- WHEN ESTABLISHED ON FINAL APPROACH COURSE DESCEND TO 2000'.
- MAINTAIN 2000' AND 160 KCAS UNTIL FAF, THEN COMPLETE THE APPROACH.

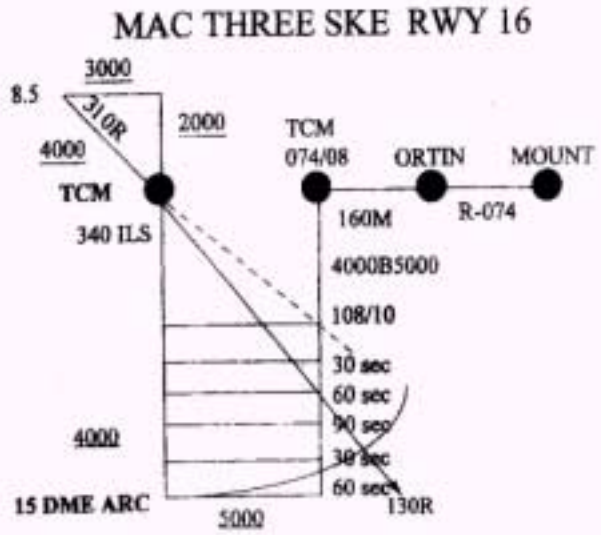
Attachment 8

MAC THREE SKE ARRIVAL

MAC THREE SKE ARRIVAL RWY 16

NOTE: Limited to Two 3-Ship Elements

-Lead will contact Seattle Approach and ask for the "Mac Three SKE Arrival to Rwy 16". The formation will be cleared to 4000'B5000'. First element will descend to 4000' while second element will descend to 5000'. Lead will also contact contact Kapowsin Aero Sport on 122.9 with intentions on flying "Mac Three SKE Arrival to Rwy 16."
* NOTE: The lead crew will contact Kapowsin (893-3483) NLT 1600 the day prior and notify them of the approximate time the Mac Three SKE arrival will be flown.
* NOTE: The lead crew will contact Seattle Approach (206 764-2848) prior to departure and notify them of the approximate time the Mac Three SKE Arrival will be flown.
-Lead should plan to be at 4000' and 200 KCAS prior to TCM 074/08.
-Approaching TCM 074/08, formation lead will lead the turn to track 160 MAG, drift corrected.
-At TCM 108/10, first element lead will signal right turn and turn to 250 MAG, drift corrected, using 20 degree of bank, staying at 4000' and 200 KCAS.
-First element wingmen will turn using the above procedures at 30 second intervals from formation lead's execute.
-Second element lead will time 90 seconds after formation lead's turn, signal and execute a right turn to 250 MAG, drift corrected, using 20 degrees of bank, and staying at 5000'.
-Second element wingmen will turn and using second element lead's procedures at 30 second intervals from second element lead's execute, staying at 5000'.
-Second element aircraft will descend to 4000' once crossing the 15 DME arc.
- All formation aircraft will intercept the 340 radial to proceed inbound to the TCM vortac at 4000', within 15 DME, and maintaining 12,000' to 16,000' spacing.
-Formation lead will track on the TCM 310 radial outbound, until 310B5, where lead will direct the formation to slow to 160 KCAS.
-At the TCM 310R/15, each aircraft will turn to 070 MAG, drift corrected, using 20 degrees of bank, and when wings level, descend to 3000'.
-Each aircraft will intercept the final approach course and when established on final, descend to 2000'
-Maintain 2000' and 160 KCAS until FAF, then complete the approach.
-Aircraft that go missed approach off Rwy 16 flying the Mac 3 Arrival will climb on the TCM R-168. At 11 DME, turn right direct RTIDI, and hold. Maintain 5000' and contact Seattle Approach (126.5) with intentions.



MAC THREE SKE ARRIVAL RWY 34

NOTE: Limited to Two 3-Ship Elements

-Lead will contact Seattle Approach and ask for the "Mac Three SKE Arrival to Rwy 34". The formation will be cleared to 4000' B 5000'. First element will descend to 4000' while second element will descend to 5000'. Lead will also contact Kapowsin Aero Sport on 122.9 and notify them of intentions to fly "Mac Three SKE Arrival to Rwy 34".
* NOTE: The lead crew will contact Kapowsin (893-3483) NLT 1600 the day prior and notify them of the approximate time the Mac Three SKE Arrival will be flown.
* NOTE: The lead crew will contact Seattle Approach (206 764-2848) prior to departure and notify them of the approximate time the Mac Three SKE Arrival will be flown.
-Lead should plan to be at 4000' and 200 KCAS prior to TCM 074/08.
-Approaching TCM 074/08, formation lead will lead the turn to track 160 MAG, drift corrected.
-At TCM 108/10, first element lead will signal right turn and turn to 250 MAG, drift corrected, using 20 degree of bank, descend to 3000', and slow to 160 KCAS when wings level.
-First element wingmen will turn and slow using the above procedures at 30 second intervals from formation lead's execute.
-First element aircraft will descend to 2000' after crossing the TCM 130 radial and within 12 DME.
-Second element lead will time 90 seconds after formation lead's turn, signal and execute a right turn to 250 MAG, drift corrected, using 20 degrees of bank, at 5000', and slow to 160 KCAS when wings level.
-Second element wingmen will turn and slow using second element lead's procedures at 30 second intervals from second element lead's execute, staying at 5000'.
-Second element aircraft will descend to 4000' once crossing the 15 DME arc and to 2000' once crossing the 12 DME arc.
-All formation aircraft will intercept the final approach course and when established on final and within descent restrictions,maintain 2000' and 160 KCAS until SPAAN, then complete the approach.
-Aircraft that go missed approach off Rwy 34 flying the Mac 3 Arrival will follow the published procedures for Rwy 34.